



GDOT TRAFFIC ZONE



Remarks from the Director. . .

The Value of Your Leadership and Service

I recently completed a series of “two-down” meetings with those employees who report directly to our Division Managers. In addition to feeling a great sense of pride and satisfaction in all the work we are doing and projects we are involved with, I was also reminded of the key and significant role we (GDOT) play in the success and vitality of our

community and organization through our on-going leadership and service.

Cases in point, we currently have three internal initiatives underway that we have developed/pioneered over the past few years that demonstrate our department’s innovation and leadership. Our Safety Program, Back to Basics Program, and Strategic Plan implementation are all high impact efforts that provide our community with outstanding value and serve as models for others to use and follow.

Results of our Safety Program this year are outstanding! In addition to significantly reducing our number of lost work-day incidents and overall incidents, we have also continued to stay focused on our training efforts and our goal to become the first department in the City to become “Star Certified” by OSHA. What this means for us (and your families) are safer and healthier employees. What this means for the organization and the community is a significant reduction in lost worker productivity and reduction in worker compensation claims. As I often say, you (the employees of GDOT) are our most valuable asset and we need you here each day to help us serve the community. So stay safe, stay healthy, and keep up the good work!

Results of our Back-to-Basics Program (B2B) continue to be outstanding as well! I am very proud of our department and the efforts we have made over the past four years to develop and incorporate the B2B program (Identify, Report, and Correct) into our culture and daily way of doing business. To give you an example of the difference you make with the program, I was recently stopped by a citizen who said they had noticed a major difference in how our city corridors looked and were maintained. The deeper I probed into the differences they noticed, the more it became apparent that they were talking about and had witnessed B2B and Coordinated Service Delivery (CSD) in action. What this program means to us is being able to solve problems before others have to experience them. What this program means to our organization and community is safer streets (reductions in accidents and insurance claims), and a more enhanced travel experience. Keep up the good work by identifying those B2B items; we are making a real and noticeable difference!

Finally, while the results of our Strategic Planning efforts will not be fully realized for another year or so, in typical GDOT fashion, our follow-up will involve and incorporate your ideas, leadership and promises to become an organizational model on how to use stakeholder feedback to continuously assess and improve operations

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GDOT Mission Statement

*We are committed to improving
safety and mobility and
providing quality services to
our community by:*

- *Being Customer-focused and Team Oriented*
- *Being Cost-effective and Innovative*
- *Developing, Empowering, and Recognizing our Employees*



DIRECTOR, continued from Page 1

and services. Each recommendation (i.e., to Employ a Strategic Information Specialist, to Implement a GDOT Problem Solving Model, and to Enhance our Internal Focus on Quality) is currently being followed-up and we hope to have most items implemented by early fall. What this effort means to us is a more pronounced focus on the services we provide and where necessary, making adjustments to better meet the needs of our stakeholders. What this effort means for our community is a higher level of access to, reliance on, and connection with our department, the projects we manage, and the services we provide. Stay engaged with this process over the coming months, and help GDOT continue to improve the way we serve Greensboro!

Thanks GDOT for your continued leadership and service to our community! Your actions and efforts are highly valued and greatly appreciated! Have a safe and productive summer.

PARKING

Parking? Where's the parking? Do you have trouble finding a place to park while visiting downtown Greensboro?

In an effort to better serve our customers, Parking Operations has taken the guesswork out of where to park. A fifteen foot sign was installed in late June at each of the four city-owned parking decks. Each sign proudly displays the deck name and the universal "P" symbol for parking. Having a lighted sign makes it visible from several blocks away, which makes finding a parking space much easier.

This project was initially considered by Downtown Greensboro, Inc. However, other impending projects warranted their priority attention. We took advantage of this opportunity to improve our parking services and installed the signs and they look great! Our goal was to help eliminate confusion while navigating through the downtown business district looking for available parking. Our goal has been met!



Signal Intersection Project

The ability to proficiently locate and maintain GDOT equipment at all signalized intersections is vital. The ability to electronically identify and locate broken equipment without an initial site visit increases work performance enormously. We can respond to more work orders on a daily basis and the additional travel-time to/from a work site will decrease thus reducing fuel consumption.

The Signal Intersection Project was comprised of collecting assets (signal lights, signs, control cabinets, curb cuts, poles, pedestrian lights, and opticoms) from over 520 intersections within the Greensboro city limit. Assets were collected using a GPS unit (Trimble Geo XT) and Contour XLRic Laser Range finder. The project began on March 15th and was successfully completed on June 21st. The following personnel devoted many grueling hours and were very instrumental in the completion of the project: **Libby Brown, Carlisle Haworth, Antwyan Jones, Jason Teaster, Toyia Streeter, and Darrell Williamson.** Thanks to everyone for their contribution and timely completion of this enormous project.

Summertime...Travel Time!

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The Convenience of Direct Deposit . . .

The Finance department implemented a new pay program that requires all employees to use direct deposit. This change, which eliminates processing fees, will provide substantial savings to the organization. With direct deposit, your paycheck is automatically deposited into a bank account of your choice. More than 80% of city employees already use direct deposit and enjoy the convenience of having their bank account electronically credited without the hassle of standing in long lines or pay check cashing fees. Each pay period you will receive a pay stub that lists all earning information.

All city employees will be transitioned to direct deposit by August 2004. The following two program options are available: (1) Direct deposit to checking and/or savings accounts or (2) Pay Card with Wachovia (the City's depository bank). For more information, you may visit CityNet or contact your benefits assistant.

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Administration Staff Makes "Safety" a Priority. . .

The administration staff thought that GDOT "safety" did not necessary apply to the office staff. A "Bee Safe" safety challenge was issued for each person to identify as many office safety rules as possible within a six week period. This challenge created some friendly competition among the ranks, and the expectations for success were far exceeded. A total of 955 rules were identified, along with 303 bonus points earned.

With the "Bee Safe" campaign slogan, **Tonya Williams** was crowned "Queen Bee" for identifying 321 safety rules. Second place was a close race between **Karen Marineau** and **Marcel Edwards**. Each participant had the opportunity to earn bonus points by catching certain GDOT managers in the act of being "unsafe" in the workplace. Karen aced second



Tonya Williams

place when she earned an additional 178 bonus points. We won't mention the name of the first person to be issued a safety violation, but let it serve as a reminder that we all must stay alert!

The entire staff is to be commended for their efforts in this challenge. It was a lot of fun and we all learned how to "Bee Safe."

E N G I N E E R I N G

ITS Contract Awarded

A contract to expand our existing Intelligent Transportation System (ITS) was awarded to Traffic Control Devices Inc. at the June 15th City Council Meeting. The contractor will begin work in July on installing seven new traffic cameras, upgrading three cameras to the newer dome type camera, and installing remote camera monitoring/control workstations in the signal system control room at the MMOB and at the Signal Shop. The new locations are listed below.



- West Wendover Avenue and Bridford Parkway
- West Wendover Avenue and Spring Garden Street
- West Market Street and Guilford College Road
- West Friendly Avenue and College Road and New Garden Road
- West Friendly Avenue and North Holden Road
- West Friendly Avenue and Green Valley Road
- I-85 Business and South Elm-Eugene Street

Battleground Avenue Feasibility Study

GDOT has undertaken a project planning study to determine what improvements should be made to Battleground Avenue between Westridge Road and the Urban Loop just north of Cotswold Avenue. This project was identified as one of the Transportation Bond projects passed in November 2000. As part of this study, we will evaluate the safety and operational aspects of the corridor and develop recommended improvements based on public comment. To date, we have conducted a meeting with City of Greensboro and NCDOT stakeholders and conducted the first public meeting to receive feedback from citizens. We will complete the study by late fall.



Revised Driveway Manual

This has been a challenging project but it is now complete! The changes to the manual were presented and approved by City Council on May 25th and the revised edition will become effective July 1, 2004. This is the first revision since 1994 and should provide increased access management along thoroughfares without being a detriment to economic development.

Congestion Management Program

The 2004 Traffic Congestion Report Draft is complete and the new brochure will be printed by early July. The report focuses on the city's top twenty-five congested intersections, congested arterial streets, and the improvement projects planned to relieve congestion. The report lists proposed GDOT and NCDOT intersection improvements along with a projected cost.



Signal System/Street Lighting

We're still waiting to hear the fate of the requested federal funds for our signal system replacement project. This funding, if eventually approved, will accelerate the installation of the new system, which will be state-of-the-art with all new controllers and cabinets, as well as a new central computer and software. The communications network will be replaced using fiber optic technology.

In the meantime, our aging existing system keeps chugging along. An interim project will soon start to enhance the current system. The central computer and a major component of the system that enables it to communicate with the field intersections will be upgraded. The graphics monitoring system will also be replaced. Key components of the communications and graphics monitoring system are no longer manufactured. The interim upgrade will provide Greensboro with a reliable signal system until the replacement project is completed.

Timing plans that feature lead/lag phasing have been developed and implemented along Benjamin Parkway and West Wendover Avenue. Lead/lag phasing is beneficial for progression on thoroughfares with less than optimum spacing of signalized intersections. New timing plans recently completed for East Lee Street will require the installation of lead/lag phasing at four intersections along that corridor.

The report also provides information on GDOT's recent Intelligent Transportation Systems (ITS) efforts. A list of ITS projects is provided with a description and cost. New technology has enhanced our ability to look at intersections and arterial streets with more detail on the aspects of our congestion management program.

**SUMMERTIME MEANS. . .
MORE CARS ON THE ROAD. . .
TEMPERATURES HOTTER . . .
HOTTER TEMPS. . .
KEEP ALERT. . .
STAY COOL HEADED!**



US 29 Access Management Project

This US 29 Corridor Study was originated through citizens' requests to identify **short term** and **intermediate** improvement projects. The project limits will be from I-40/I-85 north to Sixteenth Street. Short term improvements consist of a number of ramp closures with implementation within the next three years. The intermediate improvements will be implemented within the next three to five years. Identified Improvements are as follows:

Short Term Improvements - Ramp Closures

- Bothwell Street
- Eaton Drive
- Spencer Street
- Lutheran Street
- Headquarters Drive
- Textile Drive
- Gatewood Avenue (west side)
- Woodside Drive (west side)
- Ryan Street

Intermediate Improvements

- Ramp/Intersection Improvements
- Sidewalk Removal
- Drainage Improvements
- Guardrail
- Landscaping



Railroad Bridge Feasibility Studies

The Norfolk Southern Railroad bridges that were studied are Aycock Street, Tate Street, East Market Street, and Benbow Road.

The recommendations are for Tate Street, East Market Street, and Benbow Road to be widened to a three-lane cross section with wide outside lanes for bikes and sidewalks along both sides for pedestrians. Tate Street will include a median as well. Aycock Street is recommended to be a five lane cross section with a median and the same amenities of wider outside lanes and sidewalks.





Summertime...Travel Time!

2004 Traffic Safety Program

The Traffic Safety Program is an annual program that identifies locations within the city limits that experience unusual accident activity, which includes accident patterns that are occurring on a frequent basis or accidents that result in serious or fatal injury. In order to determine problem locations, the Severity Index (SI) and Equivalent Property Damage Only Rate (EPDOR) values are calculated for each intersection. Once these values are calculated, twenty-five intersections for each are chosen. Intersections for this year's Traffic Safety Program have been identified and the collision diagrams are being constructed for each intersection. ***Intersections identified by this year's Traffic Safety Program are as follows:***

Severity Index (SI) Intersection List:

Hobbs Road and Holden Road
Brassfield Road and New Garden Road
Farragut Street and Randleman Road
Arcadia Drive and New Garden Road
Elm Street and Market Street
Ashland Drive and Holden Road
Friendly Avenue and Spring Street
High Point Road and Veasley Street
Friendly Avenue and Holden Road
Lee Street and Pearson Street
Holden Road and Spring Garden Street
Bluford Street and Dudley Street
Ashe Street and Florida Street
Church Street and Pisgah Church Road
Lawndale Avenue and Royal Palm Court
Cornwallis Drive and Lawndale Avenue
Church Street and Wendover Avenue
Dudley Street and Market Street
Chapman Street and Spring Garden Street
Lindell Road and Market Street
Bridford Parkway and Eagle Road
Elm-Eugene Street and Vandalia Road
Koury Boulevard and Pinecroft Road
Bessemer Avenue and Elm Street
Benbow Road and Lee Street

EPDOR Intersection List:

Farragut Street and Randleman Road
Hobbs Road and Holden Road
Ashland Drive and Holden Road
Lees Chapel Road and Yanceyville Street
Brassfield Road and New Garden Road
Coliseum Boulevard and Florida Street
Cornwallis Drive and Lawndale Avenue
Florida Street and Luray Drive
English Street and Wendover Avenue
Church Street and Wendover Avenue
Lindsay Street and Sullivan Street
English Street and McConnell Road
Friendly Avenue and Holden Road
Hill Street and Wendover Avenue
Battleground Avenue and New Garden Road
Pinecroft Road and Vanstory Street
Elm-Eugene Street and Vandalia Road
Florida Street and High Point Road
Ball Street and Phillips Avenue
Bennett Street and Gorrell Street
Elm Street and Pisgah Church Road
Florida Street and O'Connor Street
Jefferson Road and New Garden Road
Florida Street and Martin Luther King Jr. Drive
Edgeworth Street and Lindsay Street



O P E R A T I O N S

A personal message from Dale Wyrick, Operations Manager

With so many good things happening in GDOT Operations, an overview could be several pages long. While I want to take the time to highlight some of our accomplishments, I also want to take the opportunity to thank the employees, supervisors, and managers for the quality and quantity of work that you continue to deliver. Without a doubt, the men and women in this division prove their worth to the City of Greensboro every day, and I am proud to be a small part of your success. Successes include. . .

- ***Excellence in Workplace Safety:*** In mid-June 2004, we had over a 50% reduction in workplace incidents, both personal injury and vehicular. While we have focused on improved training and proper use of workplace PPE, I attribute most of this success to the personal responsibility that our employees have taken for their own safety and health. ***Stay focused on your safety and the safety of your fellow employees! WE CAN'T BE SUCCESSFUL WITHOUT YOU!***
- ***Reduced Backlogs in Critical Tasks:*** Our **Asphalt Total-Patch** crews continue to whittle away at the backlog of water and sewer cuts. As of late June, these crews had crushed a winter-time backlog of over 300 cuts to a current backlog of 36 cuts! I applaud the efforts of these guys along with **Keith Thackerson** and **Dwight Murphy** for providing the direction for meeting this goal!
- ***Improvements in Quality of Work:*** When was the last time you had to do a job over because of poor quality? We all make mistakes from time to time, but I continue to see an overall improvement in the quality of work that GDOT is producing. Examples would be: (1) Work produced by our **asphalt paving crews** and noticeable ride quality improvements, (2) lack of litter citywide due to enhanced and targeted collection by our **street cleaning crews**, and (3) **Signs and Markings crews** are doing great work on both transverse and long line pavement markings!
- ***Completion of Major Projects:*** Whether it's installing **LED's in State System Traffic Signals**, completing the **GPS Sign Inventory**, or grading on the **South Buffalo Wetland**, Operations employees will be completing some substantial projects in the next month or so. In many cases, employees are working on weekends to complete projects by the required date.

- ***Great Customer Service:*** Even though Greensboro is a big city, our citizens still appreciate "small town" attention. As **Jim Westmoreland** often says, "*It's the small things that make the biggest difference.*" Some of our biggest compliments are the responsiveness and attention to details. Appearing minor to us, things like **grinding a hump in the road** that disturbs an elderly resident, **fixing a historic stormwater drainage problem** in a citizen's backyard, or **putting a little extra asphalt in a driveway** to keep a car from dragging are significant to the people that we serve.
- ***Back to Basics:*** Back to Basics continues to make a big difference in the community. Our Coordinated Service Delivery Top 10 list grew to 15 this year, and employee participation rate is approximately 85%. Please continue to challenge your peer's involvement in this great program as we have a goal of 95% participation. Thanks!

Over the next year or so, we will be working on several projects to enhance our ability to deliver high quality transportation maintenance services. Those projects will include:

- ***Operations Division Assessment:*** Explore the core services in each section and develop a plan to add resources as our city continues to grow. This plan should address our operational strategies for the next 10-15 years.
- ***Strategic Focus on Quality of Work:*** Based on citizen feedback, quality of work is one of the most important aspects of provided services. Defining a quality expectation for each of our core services will be a piece of this initiative.

Have a great summer and take some quality time away from GDOT to spend with family and friends. Thanks again!

P L A N N I N G

Sidewalk Projects Move to Design

The City's priority sidewalk construction program targets high need locations along major streets for sidewalk construction. The development of projects under this program is a key element of the Planning Division's work program. GDOT authorized the most recent set of priority sidewalk construction projects. These projects will now enter the design, right-of-way, and construction process administered by the Engineering and Inspections Department. The priority sidewalk construction program is complimented by the sidewalk petition program for residential streets.

The most recent priority projects will lead to the construction of an additional 16 miles of sidewalk! Locations include: *East Florida from Ashe Street to Lee Street, Vandalia Road from Elm-Eugene Street to Randleman Road, East Wendover from Homestead to Penry Road, Benjamin Parkway from Oakcrest to Battleground, Cone Boulevard from east of Lawndale to Battleground, Lawndale from Ashwood Court to Old Sears Building, Pinedale Road from Benjamin Parkway to Battleground, Elam Avenue from Market to Friendly, West Friendly from North Holden to Elam Avenue, West Market Street from Walnut Circle to Muirs Chapel, West Market Street from Starmount Road to Ridgeway Drive, West Market Street/Walker Avenue from Spring Garden to Holden, and West Wendover from Edwardia to Clifton Road (both sides).*



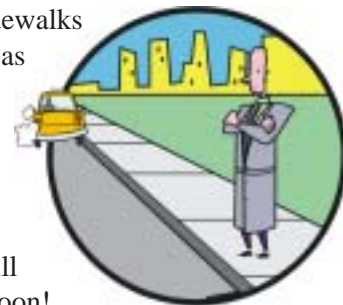
Congestion Management System

The MPO Congestion Management System Report is complete. The study assessed operational strategies for improving area traffic conditions before or instead of widening projects and new facility construction. Work has been closely coordinated with Traffic Engineering and the City Congestion Management Program. Recommendations to more efficiently manage the transportation system in the region include:

- Expand system monitoring efforts to include the collection of peak hour vehicle travel speeds to provide better information on congestion levels.
- Accelerate funding to implement the regional signal system upgrade and construction of the traffic management center.
- Continue to use signal timing and intersection improvement strategies to improve traffic flow.
- Develop a transportation demand management strategy (TDM) focusing on the larger employers in the region.
- Accelerate funding to implement improvements to the local and regional public transportation system.

Sidewalk Manual Completion Ahead

Work on the long awaited Sidewalk Manual is nearing completion. The manual will provide necessary guidance to ensure compliance with the Americans with Disabilities Act and City of Greensboro ordinances. There are some very specific requirements for the correct construction of sidewalks and ramps as well as general guidelines for sidewalk locations addressed in the manual. A quick reference guide will also be available soon!





Summertime...Travel Time!



2030 Long Range Transportation Plan Complete in August!

The Greensboro Urban Area 2030 Long Range Transportation Plan is almost complete. It will be available for public comment July 12-August 11 throughout the planning area and on the GDOT web site. It is anticipated that the Transportation Advisory Committee will approve the plan on August 26. Federal approval should be received by the end of September. The plan includes an updated Thoroughfare Plan, and proposed future investment strategies for roadways, public transportation, and pedestrian and bicycle facilities. For more information please visit www.greensboro-nc.gov/lrtp.

East Guilford County Traffic Separation Study

The NCDOT Rail Division has completed a study of improvement needs for eastern Greensboro and Guilford County. GDOT staff was closely involved in the study.

Recommendations consisted of short range improvements such as lengthening crossing gates and longer term recommendations such as closing certain rail crossings, constructing grade separations and road realignments to bypass existing crossings. Study findings were recently endorsed by City Council. Copies of the study are available at the Planning Division.



Crossies stockpiled for the new siding extensions in McLeansville.

Air Quality and Transportation

On April 15, 2004, the Triad was designated non-attainment for the 8-hour ozone standard by the US Environmental Protection Agency. The new standard, 0.08 parts per million (ppm), averaged over eight hours, replaces the 1-hour standard that has been in place since 1979. The Triad has been designated maintenance for the 1-hour standard since 1994. The 8-hour standard was issued in 1997 after a significant body of research showed that longer-term exposure to lower levels of ozone can also affect human health. Implementation of the new standard was held up by a lengthy legal battle.

Since Greensboro-Winston Salem-High Point is an existing 1-hour maintenance area with an Early Action Compact arrangement, the 1-hour standard will not be revoked on June 15, 2005. Instead, the Triad must continue to demonstrate conformity to the 1-hour standard while also attaining the 8-hour standard by December 31, 2007 in order to have the non-attainment status revoked. This is important for health, but also to avoid delays or loss of federal and state transportation funds for area road projects, as well as to negative impacts to area industries.

Ground-level ozone, a primary ingredient in smog, is formed when volatile organic compounds (VOCs) and NO_x react chemically in the presence of sunlight. Cars, trucks, power plants and industrial facilities are primary sources of these emissions. Ozone pollution is a concern during the summer months when the weather conditions needed to form ground-level ozone – lots of sun and hot temperatures – normally occur. Ozone is unhealthy to breathe, especially for people with respiratory diseases and for children and adults who are active outdoors.

The Triad area is also facing a challenge regarding new EPA standards for fine particulate matter. Look for more information on this important issue in the months ahead.

It all adds up to cleaner air

Summertime...Travel Time!

Public Transportation

GTA Ushers in First Anniversary at the Depot with an Increase in Ridership

Since moving into the newly renovated Depot August 2003, the Greensboro Transit Authority has experienced a significant growth in its ridership. During the month of March, 2004 GTA transported a total of 222,040 passengers on its fixed route buses alone, an increase of 27.7% compared to March last year. This was the highest number of monthly riders reported in the history of GTA. Weekly ridership currently averages approximately 50,000 trips system wide. GTA reports a year-to-date increase of 16% in ridership.

Another contributing factor to GTA's increase in ridership is customer satisfaction. Studies have shown that GTA is doing a good job responding to the mobility needs of the community. Riders are using the bus for everything from getting to work (the primary purpose for using transit) to shopping (the second most frequent trip purpose). Riders are also using the bus to get to school, as apparent in the capacity load on the High Point Road/GTCC route. A recent study showed that operator courtesy, ease of identifying the right bus, value for fare paid, and personal safety at bus stops also rank high among GTA riders.

GTA continues to strive to provide a safe, reliable transit service to the citizens of Greensboro. Staff is hopeful that the upward trend in ridership will lead to the doubling of ridership over the next five years, a goal of the long-range public transportation study.



GTA – The New Era.



GTA Provides Non-ADA SCAT Service

On May 1, 2004 the Greensboro Transit Authority began providing non-ADA SCAT service to citizens with disabilities who reside within the Greensboro city limits. Non-ADA SCAT service is defined as service to areas within the city limits of Greensboro, however, falls beyond the federally mandated 3/4 mile service area to the fixed route bus service. The base fare for this service is \$4.00 per trip, compared to the \$2.00 base fare for SCAT ADA trips. Clients also have the option of purchasing a monthly pass.

GTA Board Awards Marketing Contract

On Tuesday, June 22, 2004 the GTA Board awarded a one-year marketing contract to Clearview Strategies (CVS), a marketing firm based in Pittsburgh, PA. Following a formal 2-month selection and evaluation process, Clearview Strategies proved to be the most responsive proposer, demonstrating expertise in transit planning, marketing and communications. Beginning July 1, 2004, Clearview Strategies will assist GTA staff in promoting its services and setting educational strategies.

Be on the watch for new and improved services over the next year. At GTA, it is definitely a new era. Come take a ride on us!

New Shelters and Benches Grace the City

GTA is pleased to announce the installation of 35 new bus shelters. Benches are also currently being installed. Now passengers at frequent bus stops have a comfortable, protective location to wait for the next bus. This is just another way to say, "Thank you for riding GTA!"

Managing the Professional Way

Managing the Professional Way was the theme of the 2004 North Carolina Public Transportation Conference held this past May in Wilmington, NC. GTA staff and Board Chair, Jane Walker-Payne, joined transportation professionals, planners, and community leaders across the state to learn and share ideas on how to plan for the future of public transportation in North Carolina. The 'roadeo' competition kicked off the conference and three of GTA's finest competed



Seated: Beth Simon, Author
Standing: Sharon Smiley
and NCPTA Board Member

against the best across the state. 'Roadeo' participants included operators **Paul Mitchell, Amos Bradley, and Bernice Quick.** Workshops that addressed such subjects as transit marketing, coalition building, ridership demand estimating, and paratransit innovative practices were all well attended.

The conference also featured Rachel Simon, author of *Riding the Bus With My Sister*, a novel and soon-to-be-made-for-television movie, starring Rosie O'Donnell. In the book, the author takes a journey on the bus for one year with her sister who is mentally retarded. Her sister, Beth, cultivates friendships among the drivers, and discovers a fleet of mentors, poets, chefs, healers, and even comedians, who all helped her claim her full independence as a person. At the conference, Ms. Simon offered a special tribute to the transit industry for changing her life, and for helping her sister live a more independent, meaningful life. Participants were receptive of the special recognition shown by Ms. Simon. Pictured with the author are conference attendees Sharon Smiley with GTA and NCPTA Board Member. Also pictured, is Scott McClellan with the Capital Area Transit receiving the Governor's Award for outstanding service.



Scott McClellan



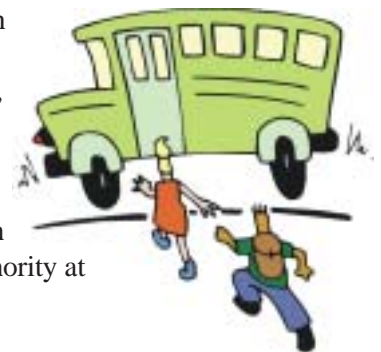
'Buses to Books' Program Begins

The Greensboro Transit Authority and the Greensboro Public Library are once again offering the Buses to Books program to encourage children and young adults to use public transportation to visit the Library this summer.

The 'Buses to Books' program seeks to promote literacy among children ages 6-17, while encouraging ridership on GTA buses. Children and young adults who show their library card at any Greensboro Public Library location will receive a free weekly bus pass. The passes are color-coded each week to encourage regular summer visits to the Library.

In addition, children who participate are invited to write an essay at the end of the program, sharing their experiences on the bus and at the Library. The essays will be judged and winners in three age groups will be recognized by the GTA Board and given a special award.

'Buses to Books' began June 21, 2004 and will continue through August 27, 2004. Interested persons should visit any Greensboro Public Library location, or contact **Sharon Smiley** with the Greensboro Transit Authority at 373-2634.



Employee News

EMPLOYEE OF THE MONTH

October, November, and December 2003

- Department Records Coordinator **Marcel Edwards** was nominated for the month of December for her dedication to the interest of the field crews in her role as an Employee Benefits Fund Committee member.
- Sign Shop Supervisor **Vince Price** was nominated for October for making the GDOT information booth the envy of all the other Departments at the grand reopening of the Depot, at a low cost too.
- Superteam Coordinator **Larry Sappington** was nominated for October for his effective management of the contracted service of "Level I Vegetative Stream Maintenance."
- Signs and Markings Mechanic **Carmen Soyars** was nominated for November for her coordination of retirement parties and accessories, especially the cards.
- Traffic Signals Supervisor **Brian Shoemaker** was nominated for December for developing a new database and billing report for use in recouping maintenance costs for pavement markings on state system streets.



TEAM OF THE MONTH

October, November, and December 2003

- **Len McCollum and Martin Lewis**, Street Maintenance, were nominated for November for their involvement in putting the traffic counters down for studies.
- **John Gilley, Dale McCraw, and Tony Mintz**, Signals, were nominated for November for their excellence in Traffic Safety on a very busy main road.

January, February, and March 2004

- **Wesley Gregory, Don Norman, Ric Swaim, and Ray Yates** of Parking and **Vince Price** of Signs and Markings were nominated for the month of March for their efforts at making the Davie Street Parking Deck look amazing in a short period of time.

SERVICE AWARDS

Five Years

Sherria Allen
Michael Covington
Patrick Hicks
Victor Hodges
Tyler Meyer
Jeff Nelson
Jennifer Simmons
Sharon Willard

Fifteen Years

Theresa James
Roland Thompson

Twenty Years

Leo Cheek

Twenty-five Years

Joe Mullinax
Bobby Warren

BACK TO BASICS

Quarter 4 – 2003

#1 – Greg Davis – 415
#2 – James Steber – 228
#3 – Chuck Green – 212

Quarter 1 – 2003

#1 – Margie Chrismon – 791
#2 – Robin Davenport – 746
#3 – William Ware – 453